

GREATEST ARRAY OF RIDERS

ALL NATIONS ARE REPRESENTED IN THE BIG CONTEST.

Champion Bald Picks Teddy Hale to Win the Race.

HAVING always been satisfied with being a sprinter in the cycle racing game, I have not studied closely the six-day affairs. At the same time I have my opinion as to the chances of the men entered in next week's contest. After a careful survey of the field I favor "Teddy" Hale for many reasons. In the first place, he has been training on the other side for some time, and would not come to this country until within a week of the race in which he was to be a contestant. He should, therefore, be as fit as a fiddle when he starts. Then, again, he will have the judgment and experience of his own friends from the other side, who will know his every want and desire, which is of great value in an affair of this kind. Besides, he has been through such a contest before, and the experience of that event and the many others in which he has participated on the other side should stand him in good stead. Of the advantages to be derived from his new fangled multiplex gearing on his wheel, I would rather not express an opinion until after it has been tried. Stephen, Reading, Shock, Pierce, Rice, Miller, Schinnee and Barby should be among the leaders on Saturday night. Of course, an accident might upset all of these calculations.

B. C. BALD.

Nearly Two Score of Famous Cyclists Start on Their Long Journey.

"EXTRAS" FOR WINNERS.

Victor Will Get Hundreds of Dollars from Manufacturers Whose Wares He Uses.

A SEVERE TEST OF PLUCK.

No Man Can Hope to Win Who Does Not Possess the Requisite Amount of Grit.

"SAND," "grit," "backbone," "nerve" and "pluck" are a few of the terms by which that certain quantity is known which is so essential to success in a bicycle race of 149 hours' duration. And every one of the two score who began their long journey last night must have some of that quantity in his make-up, if he expects to finish the contest.

No matter how speedy nor how strong, if he is not plucky, and capable of punishing himself to a certain extent, the rider cannot hope to complete his self-imposed task.

Many six day races have been held in the past, and almost every time the record has been bettered until it seems almost impossible for a man to accomplish any greater feat than has been done by the present holder of the record.

"Teddy" Hale, of Ireland, is the man, and in last year's event he broke all previous records, covering 1,910 miles 8 laps in 142 hours. This was 310 miles better than Schock's mark, yet it is beyond doubt that even Hale's figures will be topped in the big race this week.

The class of men who will compete, their physical condition and the fast track all point to the establishment of a new mark; possibly over 2,000 miles.

THE RIDERS AND WHAT THEY WILL RECEIVE FOR THEIR WORK.

First Prize Is \$1,300 and an Additional \$250 if He Beats Teddy Hale's Record of 1,910 Miles in 142 Hours, Made in Last Year's Race.

IT is not every man who can finish a six day's journey on the wheel, for it is even harder than any other class of legitimate sport. The strain on the arms, wrists and shoulders is terrific, while almost all of the men are saddle sore after the second day. This latter trouble is one of the greatest difficulties the men have to contend with, and special preparations are made beforehand for it. Stomach pillows, double handlebars, special saddles and other schemes are resorted to in order to give as much comfort as possible. Great care is exercised in the cooking and administering of the food, for when a man's stomach is out of order he is out of the race. Solids are not used to any great extent after the second day, the men subsisting on beef tea, raw eggs and such strengthening nourishment.

In some cases the men follow a schedule, a certain number of hours, and then a specified length of time. Most contestants, however, prefer to stick to the saddle and abstain from sleep as much as possible. When they do sleep, the naps of the trainer multiply, for it is rather an ordinary task to awake them, and a still greater one to get them on the track.

Champagne at the Finish.

Three trainers are allowed each man—the head trainer, the "rubber" and the cook. In some cases the food is prepared at restaurants and taken to the Garden, for few men can cook for a six day rider unless they are chefs of reputation. As the men near the end of the journey they are liberally treated to champagne, which makes them cheerful and tends to increase their speed, for even a distance rider will grow cheerful under the influence of that beverage. Saturday afternoon the men are all shaven, so they present a creditable appearance at the finish.

After the race the riders are allowed to sleep for a few hours and then awakened to partake of food. They are only allowed to take their well-earned rest in small doses, but a day or two afterward they hardly present the appearance of having journeyed through a six-day race.

Although the first prize in the contest—\$1,300—does not seem particularly large in comparison to the efforts of the men to

win it, it must not be thought for a minute that this amount is all the money the winner obtains. In fact, it is rather a small percentage of what he makes out of the night-and-day journey. Usually he receives \$1,000 or \$2,000 from the makers of the wheel he rides, another \$1,000 from the tire makers and lubricants, saddles, pedals, handlebars and other accessories to his machine. Then there is the money to be obtained from the manufacturers of patent medicines and food products that he may partake of during the contest. All told, the winner gets well beyond the \$5,000 mark, besides theatrical engagements for at least the following six months. And that, too, at a salary equalled by few prima donnas.

The List of Prizes.

The first prize, offered by the management, is \$1,300; second, \$800; third, \$600; fourth, \$350; fifth, \$300; sixth, \$200; seventh, \$150; eighth, \$125; ninth, \$100; tenth, \$100; eleventh, \$75. Each contestant must cover 1,350 miles or more in order to entitle him to a prize. An additional \$250 will be given to the winner providing he better the present record of 1,910 miles 8 laps, by Teddy Hale.

Short sketches of the men who will start in this six-day-night affair will prove interesting.

"Teddy" Hale, the winner of last year's race, was born in Ireland, and has been racing for more than ten years. He has the appearance of a Frenchman, owing to his Vandyke beard, which makes him a marked character on the track. He has won more than 650 prizes since starting in the racing game, and holds any number of long distance records on the road. He has a wife and three children in Ireland, one of the latter being born while he was riding in the contest last year. For that reason he named her "Madison," in honor of Madison Square Garden, where he was endeavoring to win his living at the time the child first saw the light of day. He has five men to take care of him this year, and a newly patented wheel, and is confident of covering 2,000 miles during the 142 hours.

Joseph S. Rice was born in Russia twenty-six years ago, weighs 150 pounds, and is 5 feet 4½ inches high. His only



OLD FAVORITES AND NEW COMERS WHO WERE APPLAUD